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THE PORT OF LIVERPOOL.



GEORGE'S DOCK BASIN, LIVERPOOL.

At page 176—180 of the present volume, we glanced at the origin and early history of Liverpool, and briefly adverted to the rapidity of its rising to a rank but partially inferior to that of our Metropolis. Among the causes which contributed early to this almost unparalleled elevation are its situation upon the shore of the noble river Mersey, which here expands into a wide estuary; its proximity to the coast of Ireland; its central position with respect to the United Kingdom; its ready communication with the principal manufacturing districts, and with every part of the Kingdom, by numerous rivers, canals, and railways; and the persevering industry and enterprising spirit of its inhabitants. The port is by some considered to have been anciently a member of the port of Chester, although it is not so described in any of the charters of Chester or Liverpool; but, according to the records of the latter Corporation it was assuredly an independent record so early as the year 1335. In the sixteenth century, an attempt was made to prove it a creek within the limits of the port of Chester;

Vol. xxxi.

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which, however, was set aside by the Board of Customs in London.

The commerce of the port may be divided into three distinct branches: of these, the first is its trade with Ireland, which appears to have been established, or greatly promoted by the settlement here of several mercantile families from that country, about the middle of the sixteenth century; at which time there were only fifteen vessels, of the aggregate burthen of 259 tons, belonging to the port. The principal imports are linen, cattle, and provisions. The principal exports are British manufactured goods, salt, coal, and general merchandise: the quantity of rock and white salt brought to this port, in one year, from the mines in Cheshire, by the river Weaver, has been 390,000 tons; of which, in the same period, 60,000 tons have been shipped to Ireland.

The second principal branch of the trade of the port is that with the United States of America, of which it engrosses more than three-fourths of the commerce of the whole Kingdom: the chief article being cotton,

which may be considered as the staple trade of the town; and, from this port, Manchester and the cotton manufacturing districts are supplied with the raw material. This branch of commerce is subject to considerable fluctuation: but, from returns made to parliament, it appears that the quantity of cotton imported into Liverpool from all parts of the world, (of which by far the greater portion is from the United States,) is nearly nine times as much as that imported into London, and more than six times the aggregate quantity brought to all the ports in the Kingdom, London included. The port likewise enjoys great facility and frequency of intercourse with the principal sea-ports of the United States, by regular lines of packets.

Next in importance is the trade which Liverpool carries on with the West Indies, and which had its commencement about the middle of the seventeenth century, this branch of trade being previously shared between London and Bristol. Liverpool, however, has successfully rivalled the latter of these ports, and secured to itself a very considerable portion of the trade. Liverpool was extensively concerned in the slave-trade, in which, previous to its abolition, nearly one-fourth part of the vessels belonging to the port was employed. In 1814, the port was, by an Order in Council, a fit and proper depot for the custody of goods, wares, and merchandise imported from every port and place within the limits of the East India Company's Charter; but this branch of trade soon declined.

Liverpool carries on also a considerable trade with the principal ports in the Mediterranean and the Levant; whence are imported wines, fruits, oils, barilla, and brimstone. Cotton was first imported here from Egypt in 1823. The trade in tallow, ashes, and timber from the Baltic is likewise important; as well as the two latter articles from the British Colonies, in North America. A limited intercourse is maintained with New South Wales and South Shetland; and many vessels are maintained in trade with the Isle of Man. The coasting trade is very important; but the fisheries do not appear to have been ever very extensive. The exports are principally the manufactured goods of the neighbouring districts.

In addition to the regular packets to America, there are packets for Rio Janeiro, Naples, Genoa, Leghorn, Smyrna, Constantinople, Lisbon, and Oporto: likewise between this port and Ireland, the Isle of Man, Scotland, Wales, Carlisle, Whitehaven, and Lancaster; besides packets to the different ferries on the Mersey.

The harbour is capacious and secure: at the entrance of the river is the Black Rock Lighthouse, erected on a point of rock on the western coast. This lighthouse was com-

pleted in March, 1830, and was built at the expense of the Corporation, from a design by Mr. John Foster: it is 75 feet high, from its foundation to the lantern; 35 feet in diameter, immediately below the base; and 14½ feet at the cornice; the lower part, to the height of 28½ feet, is solid; and the lantern is 68 feet above the level of the sea. A floating light has been placed eleven miles seaward from the mouth of the river; and pilot-boats stationed there, are constantly on the look-out. A telegraph has been established, by means of which, communications have been interchanged between this town and Holyhead in the short space of three minutes; the signal stations extending along the coast, at intervals of eight miles distance from each other.

The limits of the port, as fixed by Government Commissioners, in 1723, extend "from the Red Stones in Hollyake, at the point of Wirrall, southerly to the foot of the river called Ribble Water, in a direct line northerly, and so upon the south side of the said river to Hesketh bank easterly, and to the rivers Asland and Douglas there, and so all along the coasts of Meols and Formby, unto the river Mersey, and all over the rivers Mersey, Irwell, and Weaver."

For the security of the shipping in the port, and for the greater facility of loading and unloading merchandise, an immense range of docks and warehouses, extending upwards of two miles along the eastern bank of the river, has been constructed, on a scale of unparalleled magnificence; and forms one of those characteristics of commercial greatness in which this town is unrivalled.

The Docks were of three kinds; the Wet Docks, the Dry Docks, and the Graving Docks. The Wet Docks are chiefly designed for ships of great burthen, employed in the foreign trade, and which float in them at all states of the tide, the water being retained by gates; the Dry Docks, so called because they are left dry when the tide is out, are chiefly appropriated to coasting vessels; and the Graving Docks, which admit or exclude the water at pleasure, are adapted to the repair of ships, during which they are kept dry, and when completed are floated out by admitting the tide.

The Old Dock, which was the first of the kind constructed in England, (in 1708,) is not now in use, its site having been appropriated to the erection of the New Custom House, (engraved in the *Mirror*, vol. xxiii., page 160,) and other offices connected with the trade of the port.

The Dry Dock, which has been converted into a Wet Dock, was commenced in 1738. It is chiefly occupied by sloops from the North coast, which import corn, provisions, and slate, and convey back the produce of the West Indies, the Mediterranean, Portu-

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gal, and the Baltic. It has a quay 500 yards in length, and has communication with three Graving Docks.

The Salt House Dock, so named from some salt-works formerly contiguous to it, was constructed about the same time as the Dry Dock; the upper part of it is chiefly for ships that are laid up, and the lower part for vessels in the Levant, Irish, and coasting trades. The quay is 759 yards in extent, and is provided with warehouses, arcades for foot passengers, and extensive sheds.

Georges's Dock, (represented in the prefixed Engraving,*) was commenced in the year 1761-2, at an expense of 21,000*l*. It was originally 246 yards in length, and 100 yards in breadth, with a quay of 700 yards in extent; but it has been extended, and the quay is now 1,001 yards in length: on the east side is a vast range of warehouses, in front of which is an arcade for foot passengers; on the west side are sheds; at the north and south ends of the Dock are handsome cast-iron bridges, and a parade is continued westward for a considerable distance into the river. This Dock has a communication with the two preceding Docks, and also with the Prince's Dock, by basins, so as to preclude the necessity of returning into the river.

The King's Dock, commenced in the year 1785, is 270 yards in length, and 96 in breadth, and is appropriated to vessels laden with tobacco. New warehouses for this commodity extend the whole length of the quay, and are 575 feet in length, and 239 in depth; the old tobacco warehouse, on the opposite side, having been converted into sheds. Ships from the Baltic, freighted with timber and naval stores, discharge their cargoes on this quay, across the entrance to which is a handsome swivel bridge of cast iron. This Dock has a communication on the south with a Dry Dock, and two Graving Docks.

The Queen's Dock, constructed at the

Year.	Vessels.	Tonnage.	Dock Dues.	Town Dues.	Total.
			<i>£.</i> <i>s.</i> <i>d.</i>	<i>£.</i> <i>s.</i> <i>d.</i>	<i>£.</i> <i>s.</i> <i>d.</i>
1780	2,961		3,528 7 9	2,978 14 3	7,507 3 4
1790	4,383		10,037 6 2	10,994 4 11	20,061 11 1
1800	4,746	450,060	23,319 13 6	17,515 18 4	40,835 11 10
1810	6,739	734,391	65,783 1 6	30,044 15 10	96,996 16 10
1820	7,976	805,033	94,412 11 10	31,519 0 4	125,931 12 2
1835	10,837	1,223,820	198,691 19 8	44,521 8 9	173,513 8 5
1830	11,214	1,411,964	151,399 17 0	48,644 1 0	199,973 18 0
1836	14,999	1,947,613	244,814 5 9	64,292 5 7	309,106 11 4
1837	15,038	1,968,984	191,330 15 9		

A reduction of 38½ per cent. was made in the dock rates, by the old Liverpool Corporation, before going out of office; but the expense of constructing new Docks, besides a debt of £1,400,000 will render any farther reduction in the dues extremely problematical. The Tonnage has continued to increase, being

same time as the above, is 470 yards long and 227½ broad, with a spacious quay; and is chiefly occupied by vessels freighted with timber, and by those employed by the Dutch and Baltic traders. At the south end, it communicates with a basin of considerable extent, called the Brunswick half-tide Dock, which is also connected with the Brunswick Dry Basin. On the south of the half-tide Dock, is a new Dock of larger dimensions than any of the preceding, called the Brunswick Dock, with a basin to the south of it, and patent slips for repairing vessels.

The Prince's Dock, commenced in 1811, was opened with great ceremony, on the day of the coronation of George IV. (1821.) It is 500 yards in length, and 106 in breadth: at the north end is a spacious basin, and at the south it communicates with the basin of Georges's Dock; the quays and sheds are spacious, and along the west side, near the river, is a fine parade, 750 yards long and 11 wide, defended by a stone parapet, from which is a delightful view of the river and shipping. To the north of the basin belonging to this Dock, are four spacious Wet Docks, and a large Graving Dock.

The Duke's Dock, between Salthouse and the King's Docks, belongs to the trustees of the late Duke of Bridgewater, for the use of flats, and has commodious warehouses. The several carriers by water have also basins on the river, for their barges, with quays. The Mersey and Irwell Navigation Company have a small dock, called Manchester Dock for the flats employed in that extensive trade, and for the transport to this town of the productions of Cheshire, and the adjoining counties.†

At the outset of this paper, we adverted to the rapid increase in the trade of Liverpool, within the last fifty years, as unequalled in the annals of commerce; a statement which will be strengthened by the following account of the vessels entering the port, and the duties paid annually:

11,371 tons more in 1837 than in 1836, and there has since been a farther augmentation.

Unfortunately, the accommodation for this trade has not kept pace with its increase; for although great exertions have been made, and are still making, by the former and pre-

* From one of a Set of Lithographic Views in Liverpool, by Bairds, John-street.

† The substance of these details has been abridged from Lewis's Topographical Dictionary: art. Liverpool.

sent Dock Trustees, the inconvenience is only partially remedied.

The docks at present in operation and those constructing extend about three miles along the shore of the Mersey, and any further longitudinal extension of them, will throw great difficulties in the way of business; in one part only can they be extended inland (near the new Custom House,) and that at an enormous expense, the ground being of the average value of five pounds per square yard.

When those docks in the course of construction are completed, the whole will give a frontage of about 8,750 lineal yards, exclusive of the basins, which are dry at low water. This will afford Quay Berths for 218 ships of 300 tons, whilst four times that number of vessels are frequently crowded into the docks, to the great obstruction of business, and imminent danger of accident from fire.

The cost of constructing these docks was stated, in 1831, to exceed two millions and a half sterling. The internal management of each dock is entrusted to a master resident on the spot; and the government of the whole establishment is vested, by an act of parliament obtained in 1825, in a committee.

To extend the dock accommodation at Liverpool, and thus to remedy the obstruction of business just mentioned, it has been proposed to convert Wallasey Pool, on the opposite side of the Mersey, into a Dock, capable of containing more than three times the number of ships that Liverpool can; this can be done at a comparatively small cost. The late Mr. Telford is known to have approved of this design, having, in conjunction with Messrs. Nimmo and Stevenson, surveyed the Pool in 1828; when their report was so favourable that the Corporation of Liverpool bought the opposite bank of the Mersey of the proprietors. Since that report was made, a channel has been discovered by which vessels drawing ten feet of water, may enter the Mersey at low water; so that the necessity of a new channel to seaward, as recommended by Mr. Telford, is partly done away with; whilst the increase that has taken place in the trade has fully borne out the views of the above eminent Engineers, of the necessity of increasing the accommodation of the port. Docks can be constructed here at a much less cost than on the Liverpool side; and a great advantage will accrue in saving the expense of loading and re-shipping the goods, which is now very considerable.

Much of the above information respecting the present state of the port has been furnished by a gentleman well acquainted with the localities of Liverpool, as a postscript to a Pamphlet proposing the conversion of Wallasey Pool into a Dock,* to be effected in

* A Letter to the Merchants, Manufacturers, Ship-

connexion with a Joint-Stock Bank, or "Dock-Bank."

The writer of the postscript to Mr. Enderby's Pamphlet observes, by the way, that "the increase of trade in Liverpool has not been occasioned by any advantage it possesses as a port, but by the accumulation of capital, and skill in the different manufacturing towns in Lancashire, Yorkshire, Cheshire and Staffordshire; and the easy access to these places by canals, and latterly by railroads. It has, in short, become the port of the West of England; and although London must always command the trade of Europe, the vast and increasing trade of America and the colonies must centre in Liverpool, notwithstanding four-fifths of the produce imported is sent by canal or railroad."

Associated with the rapid rise of Liverpool is an idea that the commerce with other parts of the world has, for some years, been leaving London for Liverpool. This idea is wholly fallacious; for, although the trade of Liverpool is augmenting much more rapidly than that of the metropolis, yet the trade of the latter has been gradually increasing for many years. Annexed is a comparison of the Number of Ships, with the Amount of their Tonnage, which entered the Ports of London and Liverpool, in the year ending Jan. 5, 1837.

Ports.	British.		Foreign.	
	Ships.	Tons.	Ships.	Tons.
London	3,845	779,046	1,465	255,875
Liverpool	1,993	500,959	897	236,384

We may appositely here quote a fact, not a little interesting to Englishmen, and, combined with our insular situation in that great highway of nations, the Atlantic, not a little explanatory of our commercial eminence, that *London occupies nearly the centre of the terrestrial hemisphere.*†

THE THAMES TUNNEL.—VII.

Our last notice of this interesting labour—with its indefatigable Engineer—"labor ipse voluplas," related the irruption of the river on August 23rd of last year. (See *Mirror*, vol. xix., p. 147.) Since this date, and within the present year, there have been other irruptions which have been remedied in a few days, and the work has again progressed. But, the present or proximate state of the Tunnel, may best be gathered from the following condensation of the Report of the Directors, dated 6th of March, 1838.

owners, &c. of Manchester and Liverpool. By Charles Enderby, Esq. P. Richardson, Cornhill.

In 1832, Mr. Biscoe, R.N., commanding the brig *Tula*, in the employ of Messrs. Enderby, reached a high southern latitude, where he discovered two considerable tracts of land, one of which in long. 47° E. he justly named Enderby's Land: both tracts lying nearly on the Antarctic circle.

† Sir John Herschel's Treatise on Astronomy, (Cabinet Cyclop.) chap. iii. p. 154.

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"Notwithstanding many causes of delay, and many very unfavourable circumstances during the past year, thirty-six feet have been added towards the completion of the Tunnel; and of that number sixteen feet have been added within the last seven weeks, being at an average rate of above two feet per week.

"During the year, much time has been employed in considering and determining upon the best means of counteracting the peculiar difficulties of the Work, which is now carried on under the deepest part of the River, and of which about 100 feet remain to be done, in ground unusually loose and disturbed.

"During this time, extensive arrangements were made for covering the bed of the River with clay and gravel, which, combined with the closest watchfulness, it was hoped would have enabled the Works to proceed. In this, however, the Directors were disappointed; and the frequent stoppages in consequence of urgent danger, and almost insuperable impediments, compelled them to consider the expediency of such a reduction of the establishment as should proportion the expenses to the rate of advance, and enable them, when compelled by the disturbed state of the ground, to suspend progress until by the addition of clay and gravel, and the necessary time for their consolidation, the Shield could be advanced in safety.

"Under these circumstances, Mr. Brunel drew up two elaborate Reports, stating that 'the great expense attending the operations of the last eighteen months had not been incurred in the formation of the Tunnel itself, but had arisen out of the necessity of maintaining a certain number of experienced men at all times, however slow the progress may have been, whose labour had been almost wholly unavailable at those times when a suspension of the excavation became necessary for the consolidation of the ground.' He was also of opinion that a slow progress was both the safest and the best, under the circumstances then existing; and that in order to prevent the loss consequent upon the maintenance of an expensive establishment without a proportionate advance of the Work, it was expedient to find some employment for the miners during the suspension of the work of excavation. He proposed to employ them either in the commencement of the Tunnel on the north side, or the formation of the great carriage-way descent on the south side; giving his decided preference to a commencement of the Works on the north (the Middlesex) side, for this reason, viz. — that by the formation of a well at the bottom of the Shaft for the footway descent, and by connecting that well by a driftway with the Works, as they proceeded from their present point, an extensive means of drainage would be afforded; not only would

the Works be expedited, but the chances of an irruption of the River would be greatly diminished, it being obvious that the drawing off the water from the face of the excavation would not only tend to the consolidation of the ground, but must facilitate materially the operations of the miners.

"To accomplish these objects, the Lords of the Treasury were memorialized, but their decision was unfavourable, and they declined to assist further, 'until it should be seen by the further progress of the Tunnel towards the Middlesex side, that the final satisfactory termination of the Work is absolutely certain.'

"Further attempts were then made to proceed, when the River broke into the Tunnel, and the Works were necessarily suspended.

"In the meantime, the Directors devoted much time to again considering the practicability of a quicker and cheaper rate of progress; and they found that the principal difficulties and impediments have hitherto arisen from the influx of water without adequate drainage, from the impossibility of covering the bed of the River to the thickness desired, without interrupting the navigation, particularly at low tides; and lastly, from the want of occasional employment for the miners during periods of suspension of work. These were the great obstacles into which all other difficulties resolved themselves.

"The Directors then came to the opinion, that could a sufficient covering over the Shield be maintained unbroken for some time, the influx of water would be lessened, and that hence the evils of imperfect drainage, (which cannot be too strongly insisted upon,) would be greatly mitigated.

"The Directors next obtained permission from the City Authorities to alter the course of navigation from the north shore to mid-channel, the Company offering to provide and maintain a water way 300 feet wide, and of a sufficient depth for the usual navigation in the middle of the River, with the support of the Corporations of the City of London and the Trinity House; thus placing that part of the bed of the River under which the Tunnel is to pass, as far as practicable, under the control of the engineer.

"Vessels have also been lent by the Lords of the Admiralty for the purpose of being moored on each side of the line of the Tunnel, so as to preserve the required water way of 300 feet for the navigation; and also for protecting the vessels, which by the new arrangement will be moored on that side.

"But these facilities alone, however important, would, probably, have been unavailing, had not Mr. Brunel devised some additional means to secure the advance of the Shield through the loose and shifting ground in which it is placed; the state of which may be conceived, when portions of the Shield

have been advanced, not after excavation, but by merely pushing some of the poling boards forward, and squeezing away the ground in advance.

"This has been accomplished by a new mode of sustaining and locking together all or any number of the poling boards, so that they can no longer be separated by movements of the ground, or the influx of water, whilst the facility of working is but slightly diminished.

"By the securities thus gained, both above and below, it is hoped that the only remaining portion of the Work of about 100 feet more or less which presents any real difficulty, may be overcome.

"This expectation has not been disappointed, though the alterations described have not been fully effected on account of the severity of the late frost, which stopped all operations on the River, and prevented Mr. Brunel from completing the covering before mentioned; nevertheless, since the middle of January last, upwards of two feet of brickwork have been completed weekly.

"Should, however, such a system of drainage be obtained as Mr. Brunel has pointed out, and means be devised for employing the men whenever a suspension of the excavation is desirable; then, not only will the cost of the Work be lessened, but it will be completed at a much earlier period.

"The irruption of the River which took place on the 23rd of August last, did no damage to the Tunnel. On the 25th, two days after, the pumping was resumed, and on the 31st of August, the Tunnel was again accessible, and 150 feet of it lighted up for the usual progress of the Work.

"On the 3rd of November, the River again made its way into the Tunnel. On the 5th, pumping was resumed, and on the 18th of November, the Shield was reached and inspected; nor were the Works injured by this second irruption.

"The last irruption was unhappily attended with the loss of one life, which was purely accidental, and not through any neglect of the Company or Engineers."

Reference is then made to the Report of the Parliamentary Committee, July, 1837, concluding with the recommendation to the Treasury to continue the advance. The testimony is subjoined of "Mr. Walker, the Engineer, who was specially sent by the Government to investigate the Works. As to the accounts and papers being kept with great detail,—that department appeared as creditable to the Secretary, Mr. Charlier, as the Engineering part was to Mr. Brunel."

The Report concludes by "referring the Proprietors to the satisfactory progress made during the last few weeks upon the improved plan of operation, which at the present rate of working will before the next general

meeting of the Proprietors, carry the Tunnel through the hazardous portion of the Work."

It is added, that upon the "highest estimate yet formed, the gross cost of the Tunnel will still fall far short of any of the late Metropolitan communications between the two banks of the Thames; and that from the extent of the commerce and population on both sides of the River in the vicinity of the Tunnel, and the constant intercourse carried on between all the great Docks which are on the north side, and the Wharfs of the Coasting Traders, which are principally on the south side,—there is as little room to doubt the utility of the Work, as of a considerable receipt of Tolls."

Select Biography.

FIRMIN ABAUSIT.

ONE of the most truly learned and exemplary characters which has ever graced the page of modern history, was Firmin Abauzit. His memory more particularly deserves to be recorded by the pen of the biographer, by reason of the extraordinary learning which he acquired under all the disadvantages, which could hinder and discourage him; and his biography furnishes a noble and excellent example of what great things can be achieved by continued application and persevering industry. Our admiration cannot certainly fail to be excited, when we reflect upon the great extent and splendour of his literary attainments; and our wonder that any one could have remained so firm and undaunted amid the innumerable dangers and perils which encompassed him on every side, owing to his religious opinions. Protestantism was then only in its infancy, so that its adherents were assailed with all the cruelties and animosities that the fanaticism of its enemies could devise. But the eyes of men began to be opened to the infamous proceedings of the latter, which by the very means that they took to uphold their authority, were gradually working their own downfall.

Firmin Abauzit was born at Usez, in Languedoc, on the 15th day of Nov., A. D., 1679. In consequence of the revocation of the edict of Nantes, he was obliged to take refuge in Geneva; but his mother was seized and imprisoned in a dungeon of the castle at Somières, from whence it is very probable she would never have escaped, had it not been for the welcome absence of the governor of the fortress, whose brother took compassion on her and released her. After this, she immediately repaired to Geneva, where she employed her whole time upon the education of her son, Firmin. It soon became evident that he was endowed with great zeal for all kinds of literature, but especially mathematics, and the progress he made in his

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studies was truly surprising. In the year 1698, he went to Holland, where he became acquainted with Bayle and Jussieu; and afterwards to England, where he was warmly encouraged by our illustrious countryman, Sir Isaac Newton, who was at that time engaged in a controversy with Leibnitz, the celebrated German philosopher, and who in a letter to Abauzit says: "I know that you are a very fit person to judge between Leibnitz and me."

During his sojourn in England, he was greatly patronized by the reigning monarchs, William and Mary, who directed Michael le Vassar to appoint him to some honourable and lucrative situation. This, however, he would not accept, but returned to Geneva, of which place he was elected librarian in 1726, the same year that his mother died. In 1730, he published a new edition of Isaac Spon's *History of Geneva*, in two vols., 12mo; this work went through three editions. He also wrote an *Essay on the Apocalypse*; *Reflections on the Eucharist*; on the *Mysteries of Religion*; *Paraphrases and Explanations of certain portions of the Scripture*. He died on the 20th of March, A. D. 1767, aged 87 years.

Thus ended the career of this exemplary person. Generous and unassuming, he never sought to obtain glory for himself, but was always ready, and indeed eager, to communicate knowledge to others. His greatest pleasure consisted in living in obscurity; and it may, indeed, be owing to this extreme diffidence that his acquirements were not so universally appreciated, and did not receive that applause which they undoubtedly merited.

T. J.

The Sketch-Book.

THE BANSHEE.

THE following narrative is extracted from Mr. C. Croker's *Fairy Legends and Traditions of the South of Ireland*:—The Reverend Charles Bunworth was rector of Buttevant, in the county of Cork, about the middle of the last century. He was a man of unaffected piety and sound learning; pure in heart, and benevolent in intention. By the rich he was respected, and by the poor beloved; nor did a difference of creed prevent their looking up to him in matters of difficulty and seasons of distress, confident of receiving from him the advice and assistance that a father would afford his children. He was the friend and benefactor of the surrounding country; to him, from the neighbouring town of Newmarket, came both Curran and Yelverton for advice and instruction, previous to their entrance at Dublin College. Young, indigent, and inexperienced, these afterwards eminent men received from

him, in addition to the advice they sought, pecuniary aid; and the brilliant career that was theirs, justified the discrimination of the giver. But what extended the fame of Mr. Bunworth far beyond the limits of the parishes adjacent to his own, was his performance on the Irish harp, and his hospitable reception and entertainment of the poor harpers who travelled from house to house about the country. Grateful to their patron, these itinerant minstrels sang his praises to the tinkling accompaniment of their harps, invoking in return for his bounty abundant blessings on his white head, and celebrating in their rude verses the blooming charms of his daughters, Elizabeth and Mary. It was all these poor fellows could do; but who can doubt that their gratitude was sincere, when, at the time of Mr. Bunworth's death, there were fifteen harps deposited on the loft of his granary, bequeathed to him by the last members of a race which has now ceased to exist? Trifling, no doubt, in intrinsic value were these relics, yet there is something in gifts of the heart that merits preservation; and it is to be regretted that, when he died, these harps were broken up one after the other, and used as firewood, by an ignorant follower of the family, who, on their removal to Cork for a temporary change of scene, was left in charge of the house.

About a week previous to Mr. Bunworth's dissolution, and early in the evening, a noise was heard at the hall-door, resembling the shearing of sheep; but at the time no particular attention was paid to it. It was nearly eleven o'clock the same night, when Kavanagh, the herdsman, returned from Mallow, whither he had been sent in the afternoon for some medicine, and was observed by Miss Bunworth, to whom he delivered the parcel, to be much agitated. At this time, her father was by no means considered in danger. "What is the matter, Kavanagh?" asked Miss Bunworth; but the poor fellow, with a bewildered look, only uttered, "The master, Miss, he is going from us;" and, overcome with real grief, he burst into a flood of tears. Miss Bunworth, who was a woman of strong nerve, inquired if anything he had learned in Mallow induced him to suppose that her father was worse.—"No, Miss," said Kavanagh, "it was not in Mallow."—"Kavanagh," said Miss Bunworth, "I fear you have been drinking, which, I must say, I did not expect at such a time as the present, when it was your duty to have kept yourself sober; I thought you might have been trusted: what should we have done if you had broken the medicine-bottle, or lost it?" for the doctor said it was of the greatest consequence that your master should take the medicine to-night. But I will speak to you in the morning, when you are in a fitter state to understand what I say." Kavanagh looked with a stupidity

of aspect which did not serve to remove the impression of his being drunk, as his eyes appeared heavy and dull after the flood of tears; but his voice was not that of an intoxicated person. "Miss," said he, "neither bit nor sup has passed my lips since I left this house; but the master—" "Speak softly," said Miss Bunworth, "he sleeps, and is going on as well as we could expect."—"Praise be to God for that," replied Kavanagh; "but, oh! Miss, he is going from us, we shall lose him, we shall lose him," and he wrung his hands together.—"What is it you mean?" asked Miss Bunworth.—"The Banshee has come for him, Miss," replied Kavanagh; "for as I came through the glen of Ballybeg, she was along with me, keening, screeching, and clapping her hands, by my side, every step of the way, with her long, white hair falling about her shoulders, and I could occasionally hear her repeat the master's name as plain as ever I heard it. When I came to the old abbey, she parted from me, and turned into the pigeon-field next the burial-ground, and folding her cloak about her, sat down under the tree that was struck by the lightning, and began keening bitterly."—"Kavanagh," said Miss Bunworth, who had listened attentively to this remarkable relation, "my father is, I believe, better; and I hope will himself soon be up and able to convince you that the whole is but the creation of your fancy: nevertheless, I charge you not to mention what you have told me, for there is no occasion to frighten your fellow-servants with the story."

Mr. Bunworth gradually declined; but nothing particular occurred until the night previous to his death: that night both his daughters, exhausted with continued attendance and watching, were prevailed upon to seek some repose; and an elderly lady, a near relative and friend of the family, remained by the bedside of their father. The old gentleman lay then in the parlour, he had been removed in the morning at his own request, fancying the change would afford him relief; and the head of his bed was placed close to the window. In a room adjoining, sat some male friends; and, as usual on like occasions of illness, in the kitchen, many of the followers of the family had assembled. The night was serene and moonlight; and the sick man having fallen asleep, nothing broke the stillness of their melancholy watch; when the little party in the room adjoining the parlour, the door of which stood open, was suddenly aroused by a sound at the window near the bed: a rose-tree grew outside the window, so close as to touch the glass; this was forced aside with some noise, and a low moaning was heard, accompanied by clapping of hands, as if of a female in deep affliction. It seemed as if the sound proceeded from a person holding the mouth

close to the window. The lady who sat by the bedside of Mr. Bunworth went into the adjoining room, and, in the tone of alarm, inquired of the gentlemen there, if they had heard the Banshee. Sceptical of supernatural appearances, two of them rose hastily and went out to discover the cause of these sounds, which they also had distinctly heard. They walked round the house, examining every spot of ground, particularly near the window from whence the voice had proceeded; the bed of earth beneath, in which the rose-tree was planted, had been recently dug, and the print of a footstep, if the tree had been forced aside by mortal hand, would have invariably remained; but they could perceive no such impression; and an unbroken stillness reigned without. In the hope of dispelling the mystery, they continued their search anxiously along the road, from the straightness of which, and the lightness of the night, they were enabled to see some distance around them; but all was silent and deserted, and they returned surprised and disappointed; when they were much more astonished on learning, that the whole time of their absence, those who remained within the house had heard the moaning and clapping of hands even louder and more distinct than before they had gone out; and no sooner was the door of the room closed on them, than they again heard the same mournful sounds. Every succeeding hour the sick man became worse, and, as the first glimpse of the morning appeared, Mr. Bunworth expired.

W. G. C.

Fine Arts.

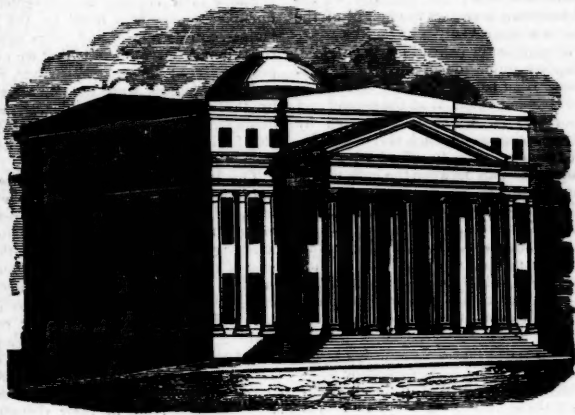
THE NEW STATE HALL, ALBANY, U.S.

PREVIOUS to entering upon the description of the new State Hall, in the city of Albany, and which is represented by the above Engraving, it may be proper to notice briefly the following laws, passed by the legislature of this state, relating to its construction.

A committee was appointed by a resolution of the Senate, in 1833, to examine the present State Hall, which reported in favour of taking down the wing fronting on Lodge-street, and of erecting another of more suitable dimensions, and which should be fire proof. A law was thereupon passed, authorizing the trustees to repair the buildings in which the public offices and records are kept, and, in their discretion, to erect a new building in place of the wing; and an appropriation was made to carry the law into effect.

Owing to the difficulties to be surmounted to fit the above building to the wants of the state, another law was passed at the latter end of the same session, 1833, authorizing the trustees, in their discretion, to sell

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(The New State Hall, Albany.)

the State Hall, together with the lands belonging to the same, and with the proceeds of the sale, and the moneys already appropriated, to purchase a site and erect a new State Hall.

The trustees deeming the appropriations insufficient to justify the purchase of a site, and the commencing of the building, made a report to that effect in 1834; whereupon a further appropriation was made, which enabled the trustees to purchase the present site, fronting upon the academy square, and to commence the new building. The trustees submitted the plans and estimates to the legislature in 1835.

The new State Hall covers an area of 138 by 88 feet, and contains four stories. The longest sides running nearly north and south, and the principal front facing west, towards the academy park, and separated from it by Eagle-street. The materials with which the building is constructed are brick and stone, and the exterior is faced with cut stone from Mount-Pleasant. The ceilings are arched with brick, which arches support the floors of the several stories, rendering the whole fire proof. The roof is covered with copper. The walls are made unusually thick, in order to resist the pressure of the internal arches and floors; and additional strength is gained by strong iron anchors at each floor, running longitudinally and transversely, and firmly leaded into the external walls.

The principal and second stories are ornamented, externally, with Grecian antæ, which rest upon the projecting die of the building, and extend upwards to the attic story, and which support the entablature extending round the building at the upper termination

of the two principal stories. The west front is ornamented by a well-proportioned portico, comprising six Grecian Ionic columns, supported by the steps and platforms at the principal entrance, and surmounted by suitable proportioned entablature and pediment. The east side is ornamented by a similar pediment, supported by antæ. A neat cornice terminates the attic story, surmounted by the parapet, which is intended to conceal the roof.

A hemispherical dome, of forty feet diameter, containing the sash through which the light passes to the rotunda terminates the upper part of the building.

The basement story contains six rooms of 22 by 33 feet, and two dark rooms of the same dimensions, suitable for wood and coal; also two halls of 22 by 33 feet, and two of 10 by 45 feet, and an area under the rotunda, in the centre of the building, of 33 feet diameter. The basement story is fourteen feet high, including the arches and floors. The principal story contains six rooms of 22 by 33 feet, one room 33 by 47 feet, two rooms of 13 by 22 feet, two halls 10 by 45 feet, and one hall of 22 by 33 feet, which latter is at the principal entrance, and contains the staircases: and the rotunda, which is 33 feet in diameter.

The second and third stories, each contains nine rooms of 22 by 33 feet, a hall of 22 by 33 feet, and two halls of 10, by 45 feet and the rotunda of thirty-three feet diameter. The principal and second stories, including the floors and arches, occupy 22 feet each in height, the attic story is fourteen feet in the clear. The whole height of the building, above the side-walk, at the west front, is

about sixty-five feet; the declivity of the ground eastward increases the height of the east side to about seventy-four feet.

The interior is furnished in a plain style, in all respects suited to the purposes of public offices. The rotunda has an estrade or gallery extending round it at the second and third story floors, which is supported by eight stone columns in each story, and inclosed by iron railings, to afford the necessary communications between the halls which centre at that point.

It will readily be seen by an examination of the previous Engraving, that the temple-form has not been adhered to in this edifice; the nature of the ground not admitting of that arrangement, if it had been considered the most suitable that could have been adopted. All will readily admit the claims of classical architecture, and the propriety of adopting it, wherever we can do so, without too great a sacrifice. But, where insurmountable difficulties are thrown in the way of its adoption, we may, without hesitation, adopt that form best suited to the circumstances. In the present case it may be said, without fear of contradiction, that those who have admired the modern buildings of Europe, with their extended fronts, ornamented with centre porticos, and surmounted by suitably proportioned attics, will not regret this departure from the temple form in constructing the new State Hall.—*From the Zodiac, a Monthly Sheet, published in Albany.*

Manners and Customs.

HABITS OF THE ROMAN LADIES.

It has been remarked, that "a fondness for adorning the person, for the sake of obtaining admiration from men, is natural to all women." Now, allowing this to be true, surely no one can condemn so laudable a desire of pleasing on the part of the fair sex, whatever may be its ulterior object. The female mind, for the most part has so few important considerations wherewith to occupy itself, and so few opportunities of publicly displaying its judgment and taste, except in matters of dress, that we cannot wonder at seeing so much attention paid to it, by women of every class; beside, when it is remembered that the amount expended by ladies in articles of dress and *bijouterie*, by far exceeds that spent by the "lords of creation" for the same purpose, a female fondness for fashion must always be considered as a national blessing, and one of the many advantages derived from a splendid court. We would, however, by no means be understood as advocating that excessive love of dress which is indulged in by some, reckless of all consequences, and which would almost induce them, Tarpeia-like, to

sacrifice their country for a bracelet. The opening remark was made on the Roman ladies some two thousand years ago, and it is of their different dresses that we now propose to treat; these, in splendour, richness and gracefulness were not surpassed, even by those of the present day, if we may judge from the little insight afforded us by old Latin writers into the mysteries of a Roman lady's toilet.

The ladies of ancient Rome rose early, and immediately enjoyed the luxury of the bath, which was sometimes of perfumed water; they then underwent a process of polishing with pumice-stone, for the purpose of smoothing the skin, and, after being anointed with rich perfumes, they threw around them a loose robe and retired to their dressing-rooms, where they received morning visits from their friends, and discussed the merits of the last eloquent speech delivered in the senate, or the probable conqueror in the next gladiatorial combat. After the departure of their visitors commenced the business of the toilet, which occupied a considerable portion of time; the maids were summoned, to each of whom a different duty was assigned: some formed a kind of council, and only looked on to direct and assist the others by their advice and experience; one held the mirror before her mistress; while others there were, to whom it was a

"Constant care,
The bodkin, comb and essence to prepare."

With the exception of the looking-glass, the articles of the toilet were much the same as those in use at present. The glass, or, more properly speaking, mirror, was composed of a highly-polished plate of metal,* generally silver, richly chased around the edges, and adorned with precious stones; this was not fixed in a frame, like the modern glass, but held by a slave. The combs were formed of ivory and rose-wood. Curling-tongs, bodkins and hair-pins, were also known: the former was a simple bar of iron, heated in the fire, around which the hair was turned, in order to produce a curl; the two latter were made of gold and silver, and ornamented with pearls; it was probably with one of these bodkins that Cleopatra gave herself a death-wound, and not, as is commonly supposed, with an adder.

The use of perfumes, cosmetics, and depilatories, prevailed to a great extent among the Romans; the first were obtained at a considerable expense from India, Greece, and Persia; there are still in existence a few recipes for making the cosmetics used two thousand years ago, and which will be

* Looking-glasses were known to the Romans, and obtained from the Phœnicians; but they were not in general use.

found to have many ingredients in common with similar preparations of our own time. Ovid gives the following, and adds, that those who use it will possess a complexion smoother than the surface of their polished mirrors:—"Take two pounds of Lybian barley, free from straw and chaff, and an equal quantity of the pea of the wild-vetch: mix these with ten eggs: let it harden, and pound it: add two ounces of hartshorn, and a dozen roots of the narcissus, bruised in a mortar: two ounces of gum and two ounces of meal: reduce the whole to a powder, sift it, and add nine times the quantity of honey." Some used poppy-juice and water, and others a pap or poultice, of bread and milk, with which they completely covered the face, and kept on in their own houses; this, when removed, left the skin smooth and fair. Depilatories were used to form and adorn the eyebrows, which it was considered elegant to have joined across the nose.

On one part of a Roman lady's dressing-table, might be seen her small silver tooth-brush, which, with the assistance of a little pure water, and occasionally a powder of mastic-wood, formed her only dentifrice; near it stood a paper containing a black powder, which, when ignited, sent up a volume of thick smoke, and had the valuable property of restoring the eyes to their former brilliancy, if weakened by the gaiety of the preceding evening, or by a sleepless night, occasioned by the constant serenades of her lover beneath her window. Here was a bottle of the perfume of Pæstum, and there a box of rouge, and another of hair-dye; on another part lay a large coil, or braid, of false hair, made up by a male hair-dresser, and near it were the bodkins, the chains, the rings, and, hard by, the richly-studded bands of white and purple, which adorned the head; this braid was worn on the crown of the head, the hair from the nape of the neck being all pulled out by the roots. Continual changes were taking place in the fashion of wearing the hair: at first it was cut off, as a votive offering to the gods; but the Roman ladies soon discovered that "a luxuriant head of hair was a powerful auxiliary of female beauty," and allowed it to grow: at one time it was worn high, in bows, with a range of curls in front; at another *a-la-grecque*; then allowed to float in the air in a dishevelled state, and again *a-la-militaire*, in the form of a helmet. Light hair was sometimes worn over that of a naturally dark shade, auburn being the colour most esteemed and admired by both sexes; those who had white, or dark hair, used saffron as a dye, to give it an auburn tinge. Some ladies used gold-dust as a hair-powder, "which shed such a ray of glory around them as dazzled all beholders, and gave their heads an appearance of being on fire." When the ladies

did not "wear their hair," they wore a kind of veil, and a turban or bonnet, called *mitra*; this was like a bishop's mitre in shape, but not so high, and with a lappet hanging over each cheek; something, in short, like a modern mob-cap, which elegant head-dress owes its origin, no doubt, to the classical *mitra*; thus has the Roman female head-dress descended to our times, not only as one of the insignia of the members of the right reverend bench, but also in the shape of a covering for our domestic matrons.

After having performed their ablutions, and gone through all the little delicate offices of making the complexion, perfuming the person, and endeavouring, by art, to excel nature, the Roman ladies were prepared to put on their costly garments, which were duly produced by the slave who had the honourable post of "mistress of the robes." In the earlier ages the under-garment—which in other respects differed little from the modern—was worn as high as the chin and down to the feet, so as to leave no part of the person visible except the face. In time, however, it was cut lower and shortened; over this was worn the *tunica*, a dress composed of many folds, open at the sides and with sleeves; these sleeves were left open from the shoulder to the wrist, and fastened with clasps of gold and silver; one end of the *tunica* was fixed to the left shoulder, while the other was carried across the breast and fell negligently over the right shoulder till it touched the ground; this train was generally carried over the arm when walking, so as to show the right ankle; but it was considered *neglige* and graceful to allow it to drag on the ground, instead of holding it up, and consequently was a custom much in vogue among the *distinguees* of ancient Rome. This was the dress worn during the republic; but it is difficult to obtain a correct description of it from the very vague accounts handed down to us; probably, as in most republics, little attention was paid to dress at all events it was plain and simple. It was not until the time of the emperors that the goddess of fashion reared her head in the capital of the world, when, though considerable alterations took place in dress, yet a few traits of the former style were retained. The number of garments worn, varied according to the temperature of the wearer; they were generally three: the first was the simple vest; the second a kind of petticoat, richly worked in front and surrounded at the waist by a belt, which answered the purpose of a corset, and was formed in front like a stomacher, richly studded with jewels: then came the third garment, the *stola*, which entirely superseded the use of the ancient *tunica*; this was a robe, with a small train, trimmed at the bottom with a deep border of purple and gold; it was confined at the waist by a belt,

and the upper part thrown back, so as to discover the embroidered front of the second garment or petticoat; on this front was worn the *laticlave*, an order or decoration of the empire, granted to distinguished men, and sometimes assumed by females, in right of their husbands.* Over all these was worn the *palla*, or cloak, with a train of some yards in length, which fell from the shoulders, where it was fastened by two richly ornamented *fibule*, or clasps; this train was trimmed with gold and silver, and sometimes with precious stones, and was usually carried over the left shoulder, in the manner of the ample *roquelaure* worn by gentlemen. It will be seen, from the above description, that there is a considerable resemblance between the ancient Roman dress and the modern court-dress: the former, perhaps, exceeding the latter in gracefulness and elegance of appearance, from its numerous folds and flowing outline. The materials of which these dresses were composed, were silk, cashmere, and linen. Embroidery was procured from the Phœnicians and Assyrians; the former was most esteemed, as it was raised, while the latter was smooth with the surface of the cloth. The only colour used for robes was white, trimmed with purple, coloured clothes not being considered "*comme il faut*" among the higher orders at Rome.

The Roman stocking was of silk, generally pink or flesh-coloured, over which was worn a shoe, or rather boot reaching above the ankle, turned up at the point like a Chinese shoe, and laced up from the instep tight to the leg. This boot was made of white leather, or the papyrus bark, ornamented with gold, silver, and jewels. Sandals were also in use; they consisted of a simple sole, with riband attached to it, and was laced up like a modern sandal, at the same time supplying the place of a garter by keeping the stocking up. We are informed that coquettes used cork soles and false insteps of cork, but never disfigured their persons by the barbarian ornaments of necklace, ring, or ear-ring.

After the Roman lady had completed her toilet, she sallied out, followed by a slave, for a promenade beneath the porticoes of the Forum, where she could not only cheapen goods, but also hear what was going on in the law-courts; after continuing her walk up the gentle ascent of the gay and crowded Subura-street, she returned to her own house, the threshold of which (if she happened to be unmarried) was adorned with garlands of flowers, placed there by her young patrician admirers; some of these flowers her attendants collected to fill the splendid vase which stood in her chamber, and preceded her to

* Orders were sometimes conferred on ladies. The Senate granted a riband of a peculiar pattern to the wife and mother of Coriolanus, to be worn by them in consideration of valuable services performed to the state.

draw aside the curtain, which supplied the place of a door, into the tapestried and perfumed apartment; here she enters, and, sinking softly down into an ivory and gold adorned chair, she is welcomed by the chirping notes of her favourite bird, which hangs near in a gilded cage. By her side stands a beautiful page, who gently waits a plume of peacock's feathers around her head, while a slave presents a small stick wrapped around with, apparently, a roll of straw-coloured riband, but, in reality, it is a letter from the young Emilius, who adopts this mode of writing in preference to the usual waxen tablet, not only because it is a fashion introduced from Greece, but because it preserves most inviolably those secrets which are only meant to meet the eye of his lovely mistress; far be it from us to pry into these secrets; so let us now bid adieu to the fair Lucretia, who already begins anxiously to unroll the folds of her papyrian epistle.

The Public Journals.

LOVE AT FIRST SIGHT.

SECRETARY KING, who wrote the clever "Memoir of his own Time," says, that among all the remarkable men in his recollection he never saw above one or two who possessed "presence of mind," which he defines to be the faculty of knowing what is exactly the thing to be done in the emergency. In common parlance this is termed "having one's wits about one." We should wish to know in what class of the quick witted he would have placed the subject of the following recent adventure.

As the diligence which daily sets out from Vienna for Hungary stopped to breakfast at one of the villages, a Colonel of the Hungarian Guard, who happened to ride into the inn-yard, was struck by the attractions of a young and respectable female who had just alighted from the carriage. He came into the breakfast-room, and exhibited the peculiarly aristocratic airs of that peculiarly aristocratic corps, paid the young lady marked attentions, and annoyed her and a female friend who travelled with her in no ordinary degree. At length the carriage set out again, and the lady hoped that she was free from her sudden and very troublesome admirer. She was mistaken. In a few minutes the Colonel was seen in full gallop after the diligence, which, of course, he soon overtook. Riding up to the window, he again addressed the lady, told her that he had delayed merely for the purpose of mounting a fresh horse, and that he intended to follow and ascertain where she resided. This impertinence greatly chagrined her, but there was no remedy, and she sat in silence. The Colonel, however, persisted, and attempted to hold a conver-

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sation with her, which the liveliness of his charger, a handsome Styrian horse, made every moment a more difficult affair. At length, the horse and the rider being equally obstinate, the matter came to a quarrel, and the gallant Colonel narrowly escaped being dismounted. Still persisting in keeping his place at the window, a passenger in the coach, a remarkably simple-looking and silent person, observed, that if M. le Colonel wished to come into the coach he would give up his seat to him and ride the horse for awhile. The Colonel was delighted at the proposal, and the seats were instantly exchanged; the gallant hussar recommending it to the traveller to ride carefully, as his horse was remarkably high-spirited; the traveller shrunk at the news, but the Colonel was already in the diligence, and he had obviously no alternative. The diligence now rolled on, the traveller rode timidly after it; but the charger seemed to have him entirely at his mercy, for he galloped sometimes past the carriage and sometimes back again, the rider in such a state of alarm as attracted all eyes and greatly amused the gallant Colonel. At length the road emerged into one of the vast heaths which are kept open for the Austrian cavalry manoeuvres. Here the charger appeared to know his own ground, for, after a few snortings and boundings beside the diligence, he was seen suddenly to turn, and shoot away at full speed far across the plain and in a different direction from the road. The Colonel and the passengers continued to gaze, and expected to see the unlucky rider unhorsed by this furious speed. Quite the contrary, the rider kept his seat; nay, evidently had a thorough command of the horse, and on reaching an eminence half a league off, was seen to pull up, take off his cap, wave it, and making a low bow to the diligence, dash down the opposite side of the hill.

The conclusion was now plain; the gallant Colonel had intrusted his valuable charger to one of the gipsy horse-dealers who rove through Austria, and traffic and steal horses throughout all Germany. The simple traveller had seen his opportunity, and showed the rare faculty of "presence of mind." The Colonel was outrageous; his talent for conversation was now turned into wrath at his own folly, and promises to have the gipsy hanged, drawn, and quartered, when he could catch him. The travellers in the diligence felt no sympathy with the Colonel; his impetuosity had already made him unpopular. The diligence now stopped to change horses. At the inn a note was found, addressed to him, mentioning that his charger was found to be an excellent galloper; that it was in excellent hands; that its present possessor had long wanted a horse of this style for his

personal use; and that if the gallant Colonel had any more of the same kind in his possession, they were worth taking better care of. The note was signed Herman Sernansky. The signature was that of one of the most famous heads of a banditti, which extended its ravages from the Ukraine to Buda. The Colonel's taste for conversation was wholly quieted by this billet-doux; he mounted one of the tired horses of the diligence, and slowly returned to his quarters, to meditate on the folly of falling in love at first sight, and trusting, on too hasty an acquaintance, a simple gentleman who offered to take trouble off his hands.—*The World we Live in; Blackwood's Magazine.*

LUXURIES FOR THE TABLE.

It is remarkable how much the extent of modern commerce spreads the luxuries of mankind. Twenty years ago the sailor, after a few weeks' voyage from home, had nothing to look to for the remainder of his time, but salt beef and pork. The idea then occurred to some ingenious cook of packing meat so air-tight, that it would keep *fresh*, at least for a certain period. A foreign chemist followed the idea, and by par-boiling meat and vegetables, and then inclosing them in tin cases, arrived at the power of preserving provisions for a circumnavigation of the globe. Ten years ago the thought occurred to an American trader of carrying ice to Calcutta. He embarked his ice in the American winter, and, though he lost a third of his cargo on the way, carried the other two thirds up the Ganges, where, for the first time since the Deluge, it has become a regular enjoyment. Lord William Bentinck, not unjustly, gave the American a gold medal as a mark of his approval, and we hope that he has made his fortune by this time. Within the last two years, the same venture has been made to the Brazils, and the burning mouths of the men and women of Rio Janeiro are cooled, when the thermometer stands at 110 in the shade, by water congealed where it stood at zero in the sun.

A few years ago turtle was inaccessible for half the year in London; and now the aldermanic worshippers of this most honoured production of the great waters may command it every day in the year; consigned from the spot where the turtle sighed their last under the blue skies and along the shark-guarded shores of Jamaica, cases hermetically sealed convey the concocted ambrosia to our shores, and men may partake of the raptures of city feasting for five shillings a pint. We shall yet see turtle among the *delicacies* of hackney-coachmen.

But another luxury is about to be added to the list. A company is formed to send

Milton oysters" to the Cape of Good Hope. Whether alive or not we have not yet heard. The speculation is equally far seeing and philanthropic. It is intended, when a lodgement has once been fairly made in Africa, to extend it to Ceylon and Bengal; thence to invade China, unless the Emperor shall regard it as an English device to gain footing in the Celestial Empire. But the company aver, that though, like the India Company, they have no views of territorial aggrandizement, they regard the oyster as the preparative to a treaty of perpetual amity,—the Emperor, let him be however suspicious, being utterly incapable of breaking off his connexion with the country which supplies such matchless delicacies. "Let him taste but a single oyster," say they, in an efflux of patriotism, "and he is ours for ever."—*Ibid.*

NICHOLAS NICKLEBY. BY BOZ.

Old and Young.—The face of the old man was stern, hard-featured and forbidding; that of the young one, open, handsome, and ingenuous. The old man's eye was keen with the twinklings of avarice and cunning; the young man's, bright with the light of intelligence and spirit. His figure was somewhat slight, but manly and well-formed; and apart from all the grace of youth and comeliness, there was an emanation from the warm young heart in his look and bearing which kept the old man down.

"A Boy."—This word is much used as a term of reproach by elderly gentlemen towards their juniors, probably with the view of deluding society into the belief that if they could be young again, they wouldn't on any account.

Snow Hill.—What kind of place can the quiet town's-people who see the words emblazoned in all the legibility of gilt letters and dark shading on the north-country coaches, take Snow Hill to be? All people have some undefined and shadowy notion of a place whose name is frequently before their eyes or often in their ears, and what a vast number of random ideas there must be perpetually floating about, regarding this same Snow Hill. The name is such a good one. Snow Hill—Snow Hill too, coupled with a Saracen's Head: picturing to us by a double association of ideas, something stern and rugged. A bleak, desolate tract of country, open to piercing blasts and fierce wintry storms—a dark, cold, and gloomy leath, lonely by day, and scarcely to be thought of by honest folks at night—a place which solitary way-farers shun, and where desperate robbers congregate;—this, or something like this, we imagine must be the prevalent notion of Snow Hill in those remote and rustic parts, through which the Saracen's Head, like some grim apparition, rushes each day and

night with mysterious and ghost-like punctuality, holding its swift and headlong course in all weathers and seeming to bid defiance to the very elements themselves.

The reality is rather different, but by no means to be despised notwithstanding. There, at the very core of London, in the heart of its business and animation, in the midst of a whirl of noise and motion: stemming as it were the giant currents of life that flow ceaselessly on from different quarters, and meet beneath it's walls, stands Newgate; and in that crowded street on which it frowns so darkly—within a few feet of the squalid, tottering houses—upon the very spot on which the venders of soup and fish and damaged fruit are now plying their trades—scores of human beings, amidst a roar of sounds to which even the tumult of a great city is as nothing, four, six, or eight strong men at a time, have been hurried violently and swiftly from the world, when the scene has been rendered frightful with excess of human life; when curious eyes have glared from casement, and house-top, and wall, and pillar, and when, in the mass of white and upturned faces, the dying wretch in his all-comprehensive look of agony, has met not one—not one—that bore the impress of pity or compassion.

Near to the jail, and by consequence near to Smithfield also, and the Compter and the bustle and noise of the city; and just on that particular part of Snow Hill where omnibus horses going eastwards seriously think of falling down on purpose, and where horses in hackney cabriolets going westwards not unfrequently fall by accident, is the coach-yard of the Saracen's Head Inn, its portal guarded by two Saracens' heads and shoulders, which it was once the pride and glory of the choice spirits of this metropolis to pull down at night, but which have for some time remained in undisturbed tranquillity; possibly because this species of humour is now confined to St. James's parish, where door-knockers are preferred, as being more portable, and bell-wires esteemed as convenient tooth-picks. Whether this be the reason or not, there they are, frowning upon you from each side of the gateway, and the inn itself, garnished with another Saracen's Head frowns upon you from the top of the yard; while from the door of the hind boot of all the red coaches that are standing therein, there glares a small Saracen's Head with a twin expression to the large Saracens' Heads below, so that the general appearance of the pile is of the Saracenic order.

Yorkshire Schoolmaster.—Mr. Squeers's appearance was not prepossessing. He had but one eye, and the popular prejudice runs in favour of two. The eye he had was unquestionably useful, but decidedly not or-

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samental, being of a greenish grey, and in shape resembling the fanlight of a street-door. The blank side of his face was much wrinkled and puckered up, which gave him a very sinister appearance, especially when he smiled, at which times his expression bordered closely on the villanous. His hair was very flat and shiny, save at the ends, where it was brushed stiffly up from a low protruding forehead, which assorted well with his harsh voice and coarse manner. He was about two or three and fifty, and a trifle below the middle size; he wore a white neckerchief with long ends, and a suit of scholastic black, but his coat sleeves being a great deal too long, and his trousers a great deal too short, he appeared ill at ease in his clothes, and as if he were in a perpetual state of astonishment at finding himself so respectable.

New Books.

LOCKHART'S LIFE OF SIR WALTER SCOTT. [THE following poetic gems occur in the seventh and concluding volume of this interesting work, just published; and to which we shall return in due season.]

On the 17th of September, 1831, the old splendour of Abbotsford was, after a long interval, and for the last time, revived. Captain James Glencairn Burns, son of the poet, had come home on furlough from India, and Sir Walter invited him (with his wife, and their Cicerone Mr. McDiarmid of Dumfries) to spend a day under his roof. The neighbouring gentry were assembled, and having his son to help him, Sir Walter did most gracefully the honours of the table. As, according to him, "a medal struck at the time, however poor, is in one respect better than any done afterwards," I insert some verses with which he was pleased, and which, I believe, express the sincere feelings with which every guest witnessed this his parting feast.

Lines Written on Tweedside.*

September the 18th, 1831.

A day I've seen whose brightness pierced the cloud
Of pain and sorrow, both for great and small—
A sight of flowing cups, and pibrochs loud,
Once more within the Minstrel's blazon'd hall.
"Upon this frozen hearth pile crackling trees;
Let every silent clasp-hatch find its strings;
Unfold once more the banner to the breeze;
No warmer welcome for the blood of kings!"
From ear to ear, from eye to glistening eye,
Leap the glad tidings, and the glance of glee;
Fetish the hopeless breast that beats not high
At thought beneath His roof that guest to see!
What princely stranger comes?—What exiled lord
From the far East to Scotia's strand returns—
To stir with joy the towers of Abbotsford,
And "wake the Minstrel's soul?"—The boy of
Burns.

O, Sacred Genius! blessing on the chains,
Wherein thy sympathy can minds entwine!
Beyond the conscious glow of kindred veins,
A power, a spirit, and a charm are thine.

* On Sir Walter Scott's leaving England.

Thine offspring share them. Thou hast trod the laud—

It breathes of thee—and men, through rising tears,
Behold the image of thy manhood stand,
More noble than a galaxy of Peers.

And He——his father's bones had quaked, I ween,
But that with holier pride his heart-strings bound,
Than if his host had King or Kaiser been,
And star and cross on every bosom round.

High strains were pour'd of many a border spear,
While gentle fingers swept a throbbing shell;
A manly voice, in manly notes and clear,
Of lowly love's deep bliss responded well.

The children sang the ballads of their sires:—
Serene among them sat the hoary Knight;
And, if dead Bards have ears for earthly lyres,
The Peasant's shades was near, and drank delight.

As through the woods we took our homeward way,
Fair shone the moon last night on Eildon Hill;
Soft rippled Tweed's broad wave beneath her ray,
And in sweet murmurs gush'd the Huntly rill.

Heaven send the guardian genius of the vale
Health yet, and strength, and length of honour'd
days,

To cheer the world with many a gallant tale,
And hear his children's children chant his lays.

Through seas unruffled may the vessel glide,
That bears her Poet far from Melrose' glen;
And may his pulse be steadfast as our pride,
When happy breezes waft him back again.

The late Mrs. Lockhart.

The clergyman who read the funeral service over her was her father's friend, and hers, and mine, the Rev. Henry Hart Milman, one of the Prebendaries of Westminster; and a little incident which he happened to observe during the prayers suggested to him some verses, which he transmitted to me the morning after, and which the reader will not, I believe, consider altogether misplaced in the last page of these memoirs of her father.

"STANZAS.—May 22, 1837.

"Over that solemn pagan mute and dark,
Where in the grave we laid to rest
Heaven's latest, not least welcome guest,
What didst thou on the wing, thou jocund lark!
Hovering in unrebuked glee,
And carolling above that mournful company?"

"O thou light-loving and melodious bird,
At every sad and solemn fall
Of mine own voice, each interval
In the soul-elevating prayer, I heard
Thy quivering descendant full and clear—
Discord not inharmonious to the ear!"

"We laid her there, the Minstrel's darling child.
Seem'd it then meet that, borne away
From the close city's dubious day,
Her dirge should be thy native woodnote wild;
Nursed upon nature's lap, her sleep
Should be where birds may sing, and dewy flowerets
weep?"

"Ascendest thou, air-wandering messenger!
Above us slowly lingering yet,
To bear our deep, our mute regret;
To waft upon thy faithful wing to her
The husband's fondest last farewell,
Love's final parting pang, the unspoken, the unspeak-
able?"

"Or didst thou rather chide with thy blithe voice
Our selfish grief that would delay
Her passage to a brighter day;
Bidding us mourn no longer, but rejoice
That it hath heavenward flown like thee,
That spirit from this cold world of sin and sorrow free?"

"I watched thee, lessening, lessening to the sight,
Still faint and fainter winnowing
The sunshine with thy dwindling wing.
A speck, a movement in the ruffled light,
Till thou wert melted in the sky,
An undistinguished part of the bright infinity.

"Meet emblem of that lightsome spirit thou!
That still wherever it might come,
Shed sunshine o'er that happy home.
Her task of kindness and gladness now
Absolved, with the element above
Hath mingled, and become pure light, pure joy, pure
love."

The Gatherer.

Cayenne Pepper.—The following anecdote is related in the *Travels of the Missionaries in South Africa*:—On one occasion, while the Missionaries were at dinner in their own tent, some of the native chiefs and their wives being present, one of them seeing Mr. Read help himself to a little Cayenne pepper, its red colour attracted his attention, and he asked for some of it. On getting the Cayenne, he instantly threw a quantity of it on his tongue, but on feeling its pungency, he shut his eyes, clapped his hand upon his mouth, and holding down his head, endeavoured manfully to conceal the pain. When he was able to look up, he slyly touched Mr. Read with his foot, to intimate that he should say nothing, but give the same dose to the others present. Another chief next got some, who also instantly felt its powers; but understanding the joke, as soon as he was able to speak, he asked for some for his wife; and thus it went round, to the great diversion of all afterwards. We have known the same trick played upon each other by the stern chiefs of the North American Indians, with mustard, of which each took a spoonful, when dining at a white man's table: but, though the pungent condiment caused the big tear to roll down their cheeks, they scorned to show that they felt pain, until it had gone round, and then they smiled at each other with taciturn gravity. W. G. C.

A Feather in his Cap.—Among the manuscripts of the British Museum there are two copies (one in the Harleian collection, No. 7314, the other in the Lansdowne, No. 775, differing only in the orthography of a few words,) of a curious description of Hungary, which appears to have been written by a military adventurer of the Dalgetty tribe in 1698. The writer, speaking of the inhabitants, whom he describes as being "of stature and complexion not unlike unto the English, and in habits like unto the poor Irish," says: "It hath been an ancient custom amongst them, that none should wear a fether but he who had killed a Turk, to whom only yt was lawful to shew the number of his slain enemies, by the number of fethers in his cappe." Does not this

account for our expression,—“That will be a feather in his cap”?

Coasting.—Miss Martineau notes, in her last work on America, you may see boys coasting on Boston Common all the winter day through; and too many in the streets, where it is not so safe. To coast is to ride on a board down a frozen slope; and many children do this in the steep streets which lead down to the Common, as well as on the snowy slopes within the inclosure where no carriages go. Some sit on their heels on the board; some on their crossed legs. Some strike their legs out, put their arms a-kimbo, and so assume an air of defiance amidst their velocity. Others prefer lying on their stomachs, and so going head foremost; an attitude whose comfort I never could enter into. Coasting is a wholesome exercise for hardy boys. Of course they have to walk up the ascent, carrying their boards, between every feat of coasting; and this affords them more exercise than they are at all aware of taking.

Albums.—Some person who loves contrasts has entered a remarkable set of names in the album on Mount Holyoke as having just visited the spot.—Hannah More, Lord Byron, Martin Luther, &c.

Deaf and Dumb.—In 1830, the total number of deaf and dumb, of all ages, in the United States, was 6,106. Of a teachable age, the number was 2,000; of whom 400 were in course of education. The number of deaf-mutes in Europe at the same time was 140,000. It is of great importance that the case of so large a class of society should be completely understood, and rescued from one extreme of exaggeration, as it has been from the other.—Miss Martineau.

Tree-Frogs.—Some persons have kept frogs as pets. Dr. Townson kept one he called Musidora, to guard his dessert from flies. This frog is found in France, Italy, Germany, and other parts of Europe; and also in America, but not in Great Britain. Stedman tells a story of the snake and tree-frog, in which, after a long resistance, each holding by the boughs of a tree, the frog was at last swallowed by the snake.—*Oxford Herald*, quoted in the *Literary Gazette*.

Alms.—When Spaniards of rank and opulence make a vow to beg alms, they travel, (says Laborde,) with every convenience, dismount from their carriages at the entrance of every town and village, beg through the streets, give away all they receive to the poor, and then get into their carriages again and continue their pilgrimage.—W. G. C.

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